



Transport & Infrastructure Committee	Agenda Item
14 June 2023	8

Title:	Regional Transport Model
Report of:	Emma White Transport Programme Manager
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	Yes KD2023/016
Voting Arrangements:	A simple majority of voting Members

Recommendations:	
A	Note progress on the delivery of the Regional Transport Model
B	Recommend that the Transport and Infrastructure Committee approve the drawdown of £421,280 from 'subject to approval budget' to 'approved budget' for the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project.
C	Recommend to the Combined Authority Board to delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into a Grant Funding Agreement for the Transport Model Project with Peterborough City Council.

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
	Achieving ambitious skills and employment opportunities
X	Achieving good growth
X	Increased connectivity
X	Enabling resilient communities
<p>The Regional Transport Model scope fits under all the strategic objectives as it aims to</p> <ul style="list-style-type: none"> • Support with developing business cases for highway and public transport schemes that are consistent with the Department for Transport's TAG guidelines; • Support Local Plan development, testing both different land use scenarios, and the transport measures to support them; • Support the development and testing of transport and environmental strategies and policies to consider the growth predicted for the region and recommendations of the Independent Commission on Climate Change; • Provide evidence for scheme development and funding bids, and • Support undertaking quick high-level scheme tests. <p>Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24</p>	

1. Purpose

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| 1.1 | This paper seeks approval of the drawdown of £421,280 funds from 'subject to approval' to 'approved' for the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project. |
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2. Proposal

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| 2.1 | The proposal is the drawdown of £421,280 for the PTM4 as part of works for the Regional Transport Model project. |
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3. Background

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| 3.1 | During the assessment of recent transport studies, the DfT have suggested that the use of the existing suite of models will not be suitable going forward for use in scheme business cases due to the age of the data and the area of coverage. |
| 3.2 | <p>There is currently a significant number of CPCA and other organisation transport schemes either at the proposal stage or in early business case stage that require a valid transport model to test the scheme impact and benefits. The proposed new model of the whole CPCA area will enable the testing of multiple schemes for a wide range of end users, including (but not limited to):</p> <ul style="list-style-type: none">• CPCA;• Peterborough City Council;• Cambridgeshire County Council (CCC);• Greater Cambridge Partnership;• District Council Local Plans; and• Developers. |
| 3.3 | <p>There are several advantages from building a single model covering the whole of the CPCA area instead of a range of smaller scheme specific models, namely:</p> <ul style="list-style-type: none">• The larger model will be more efficient to build and use; and• Will ensure consistency of results across all schemes that would not be possible if the current model system continued. |
| 3.4 | <p>In addition, the use of a single large model will enable the true level of benefits from a package of schemes to be assessed and will also enable an accurate assessment of where the benefits sit. It is important to note that without a fully TAG compliant model it will be harder for identified transport interventions to demonstrate their impact and benefits and gain government funding.</p> <p>The proposed model will also facilitate the testing of the impact of a wide range of modes of Transport and will also facilitate the testing of the interchange between modes. Making a significant contribution to testing policies aimed at achieving change in mode share, increasing sustainable modes of travel and tackling climate change.</p> |
| 3.5 | <p>To reflect the coverage of the model the steering group have agreed to call it the Cambridgeshire and Peterborough Combined Authority Model or CaPCAM for short.</p> <p>The new model requires the collection of a wide range of data covering all travel modes. The highway data is due to be collected over the next few weeks with Peterborough surveys on site early May and Cambridgeshire surveys on site late May and early June. There will also be surveys of bus and rail passengers and usage. This data will be collected for the same periods as the highway data.</p> <p>The survey costs are now being finalised and are lower than budgeted for, therefore the Agent Based Model (ABM) covering the same area as CaPCAM was also commissioned within the existing agreed budget. ABMs simulate actions and interactions of individual agents with a view to assessing the</p> |

	emergent effects on the system as a whole. The use of an ABM would help highlight potentially unexpected consequences of a policy or other intervention. The ABM would not replace any of the existing model suite but instead would complement these existing models and would allow for more rapid testing of a wider range of interventions both physical and policy/strategy changes.										
3.6	<p>Previously in the January 2023 Combined Authority board it was stated that Peterborough City Council will need funding to cover aligning the PTM4 with CaPCAM. The final cost for this work is £421,280.</p> <table border="1" data-bbox="539 392 1024 593"> <thead> <tr> <th>Task</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Project Management</td> <td>25,354</td> </tr> <tr> <td>Model Construction</td> <td>254,576</td> </tr> <tr> <td>Data Collection</td> <td>141,350</td> </tr> <tr> <td>Total</td> <td>421,280</td> </tr> </tbody> </table> <p>The PTM4 needs updating as it far more detailed than the CaPCAM model. The CaPCAM model is not intended to assess urban areas to the level of detail as increasing the level of detail would require a more detailed zoning system and network that would significantly increase processing time for CaPCAM model runs and economic appraisals. Both models will use the same data and be aligned.</p>	Task	Total	Project Management	25,354	Model Construction	254,576	Data Collection	141,350	Total	421,280
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4. Appendices

4.1	N/A
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5. Implications

Financial Implications

5.1	<p>Drawdown of £421,280 from 'subject to approval budget' to 'approved budget' for the delivery of works by Peterborough City Council on the PTM4 as part of works for the Regional Transport Model project. The current budget in "approved" for scoping and Cambridgeshire County Council is £1,895,822. The remaining subject to approval (after PCC costs) is £573,898 for 2024/2025 and 2025/2026.</p>
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Legal Implications

6.1	The Combined Authority will enter into a Grant Funding Agreement for the Transport Model Project with Peterborough City Council
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Public Health Implications

7.1	The Regional Transport Model will allow modelling of schemes and testing of transport and environmental policies and strategies that can improve public health.
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Environmental & Climate Change Implications

8.1	The Regional Transport Model will allow modelling of schemes and testing of transport and environmental strategies and policies.
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Other Significant Implications

9.1	N/A
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Background Papers

10.1	Transport and Infrastructure Committee 18th Jan 2023
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